

# The Junior Fours Head Friday, 14 November 2025 11:30

## Instructions for Crews

You must be in your marshalling position by 11:20 (10 mins before the race start time). If you are late, you may be given a time penalty. If you delay the start of the race, you may be disqualified.

### GENERAL ADVICE AND GUIDANCE

The Junior Fours Head is run under the British Rowing Rules of Racing (<https://www.britishrowing.org/events/entering-competitions/rules-of-racing/>).

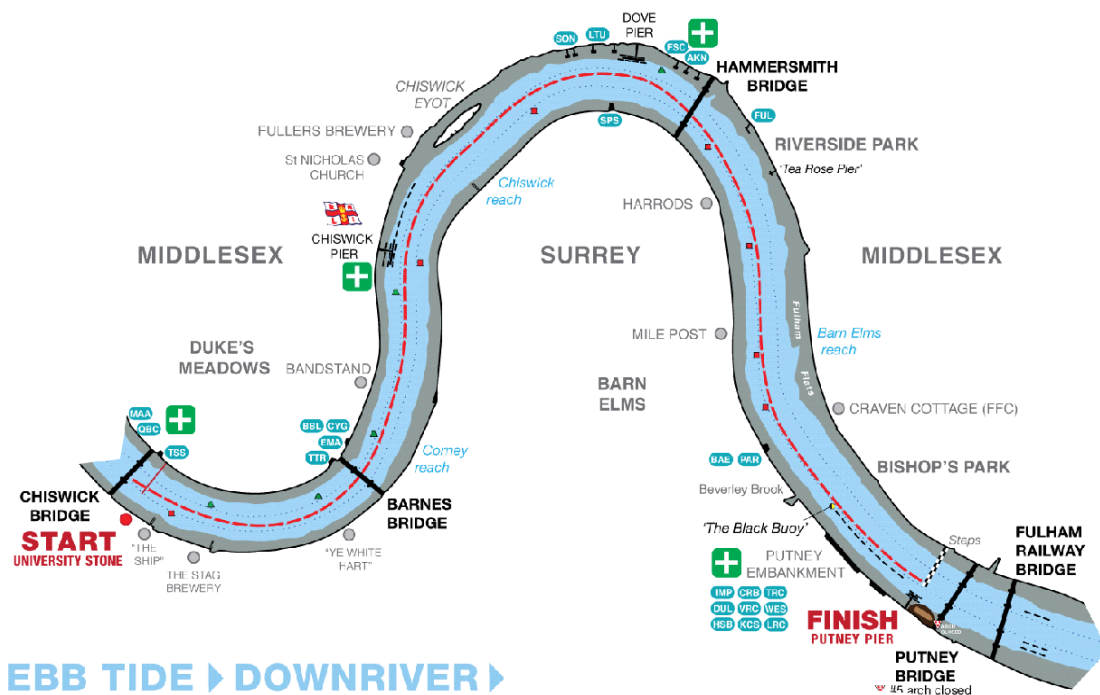
**Safety** is our primary concern. All crews should be familiar with these instructions and the Tideway Code (<https://www.pla.co.uk/assets/tidewaycodedigital.pdf>). You should be capable of a 10-mile outing and be prepared for being on the water for up to three hours. Please dress appropriately for the conditions and carry water with you. **Safety is everyone's responsibility.**

Before and on race day, coaches and captains must ensure crews are fully briefed and capable of racing in Tideway conditions. Each participant, with the support of a responsible adult where appropriate, must assess their own fitness, health, equipment, rowing clothing and technique to confirm they can race safely in the day's conditions.

**Equipment:** You must ensure that your equipment is in full working order and meets the minimum standards specified in British Rowing RowSafe (<https://www.britishrowing.org/about-us/policies-guidance/rowsafe/>). All boats should display compliant 6-digit Boat IDs. Control Commission checks will be in operation at boating locations and crews may be stopped. We strongly recommend taking basic tools with you in the boat in case of any equipment niggles before the start.

**Environment:** You must properly dispose of all rubbish, taking this home if appropriate facilities are not readily available. The instructions of Officials must be followed in this regard.

## THE COURSE



Umpires and Observers will be posted along the course to ensure a safe and fair race. You may be **penalised or disqualified** for infringements such as contributing to a collision; impeding another crew; unsporting behaviour; failing to follow the navigation rules; not following the instructions of an Official.

## RIVER CLOSURE

The river between Fulham Railway Bridge and Kew Rail Bridge will be closed to non-race traffic **from 10:30**. During the river closure, crews should use the inshore zone while paddling against the stream and the Fairway while travelling with the stream. **From 11:20**, when all crews should be in their marshalling positions, the Fairway may only be used by racing crews.

The river will reopen progressively from Chiswick as the last racing crew proceeds down the course. Outside of the river closure the normal rules of navigation apply ([the Tideway Code](#)).

## PROCEEDING TO THE START

**Host clubs are at capacity**, which means Crews are strongly advised to leave their boathouses in more than good time and all clubs must assist with boating. Allow at least 60 minutes after boating to get to the start from Putney and at least **\*45 minutes** from Hammersmith to take account of the large number of crews on the river. With up to 275 crews afloat, all are asked to be alert to the needs of other crews at all times.

**Please remember to join the queue to boat in plenty of time so that you are not late to the start – this is your responsibility. Crews in earlier divisions must be prepared to boat very early.**

Crews should adhere to normal navigation rules until they reach the Marshalling Area: starting from points downriver of Chiswick Pier this means using the Surrey inshore zone while proceeding against the stream and the Fairway when proceeding with the stream.

## MARSHALLING

In the Marshalling Area: crews must always follow Marshals' instructions. Crews may NOT paddle at race or firm pressure. Only spin or cross the river when it is clear and safe to do so.

The Marshalling Area stretches from Barnes Bridge (downriver end) to Kew Rail Bridge (upriver end).

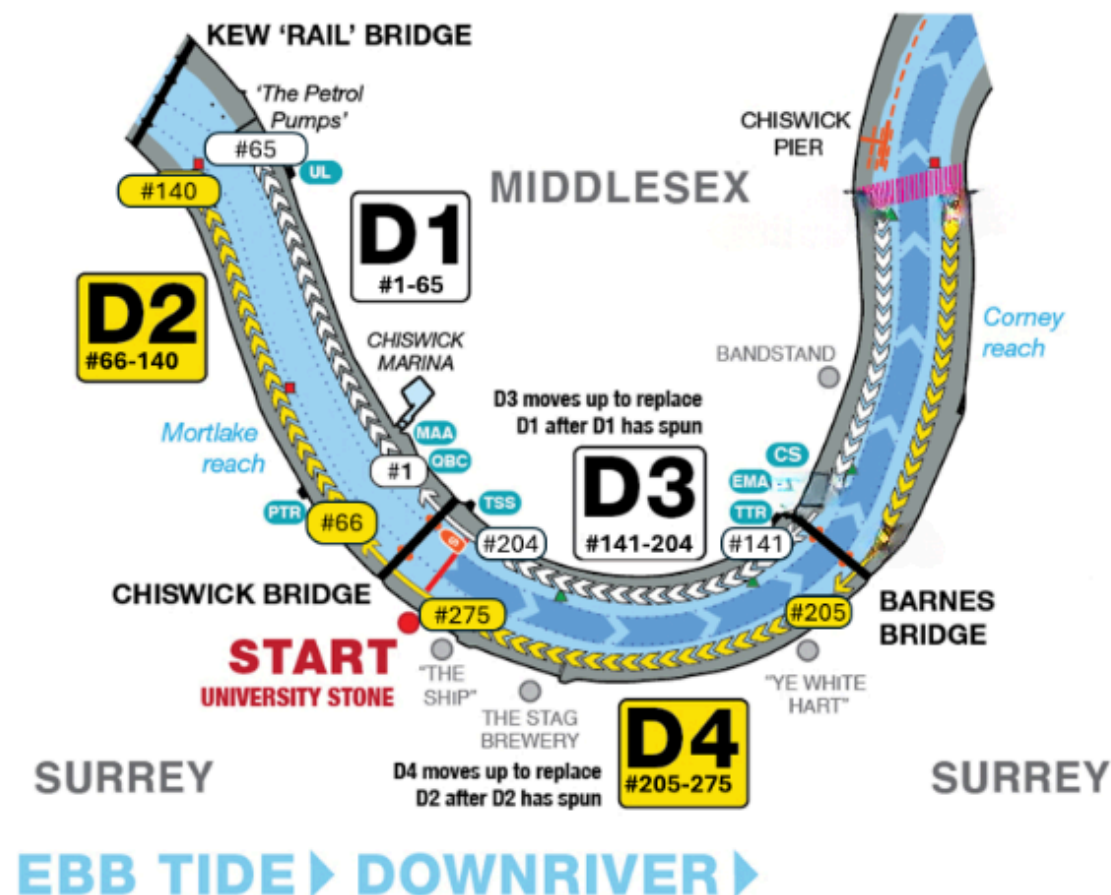
There are **4 Divisions** – **2 on Middlesex (White numbers on bow's back)** and **2 on Surrey (Yellow numbers on bow's back)**. Crews in each Division should line up in reverse order, with the lower numbers downriver.

### Approaching your marshalling position:

- Crews must be in their marshalling positions at **11:20 (10 minutes before the start)**. This means that slotting in by boating directly into a division as it passes your boating location is **NOT permitted**.
- Crews approaching the Marshalling Area from downriver and in Division 1 or 3 (marshalling on Middlesex) should cross at the Chiswick Pier crossing point, proceeding on Middlesex until reaching their marshalling position.
- Crews approaching from downriver of the Marshalling Area and in **Division 2 or 4 (marshalling on Surrey)** should **stay on the Surrey side**, proceeding until reaching their marshalling position.
- Crews boating from boat houses in or above the Marshalling Area should proceed as directly as possible to their marshalling position. Crews needing to cross the river or spin into the Fairway (to move downriver) in the Marshalling Area **should do so as soon as it is safe**.

**Once in your marshaling position:** crews must keep as close to the bank as is possible, maintaining your position against the tide and relative to the crews around them.

As higher Divisions are started, Marshals will direct the lower Divisions to move up to take the vacated marshalling place. For example, as Division 2 is started, Division 4 will be moved up to take their place



## JUNIOR FOURS HEAD MARSHALLING DIAGRAM

- ◀◀◀◀ Marshalling boats – bows facing upriver. *Follow the instructions of the marshals at all times*
- ▶ Race course
- AKN Boathouses
- Course hazards
- Safety boat
- Crossing zone
- Navigation buoys

The start will be on time and without reference to absentees.

Marshals will instruct crews to take tops off and get ready to turn. Crews at the **start of each Division or Event must await express instructions** from the Marshals before starting to turn; there will be some short pauses scheduled between some Divisions and between some Events.

On being told to turn, each Division will do so by crews making a wide turn from their marshalling position near the bank into the centre of the river. This is best done holding up on one side of the boat while the other side rows on. **Chop turning or other types of spinning on the spot are not considered appropriate**, as this will not move you out into the centre of the river.

Once turned, crews must proceed downstream in numerical order towards Chiswick Bridge. The Starter will be in a launch moored to the Surrey buttress of Chiswick Bridge and will start each crew by saying "Number ... Go!" Timing will begin at the University Stone and not when the Starter says "Go". All crews will have a flying start. Boats are to be closed up until there is only one to two lengths of clear water between them at the start – **this is the responsibility of each crew**, and you

should not rely on a Marshal telling you to row towards the start line as they will be instructing crews to spin and moving the next Division into place.

**On no account are boats to be overlapping when crossing the start line.**

Any boat attempting to start other than in its correct position without having received instructions to do so from a Marshal may be **disqualified**.

**Crews will only be permitted to cross the start line once.**

## DURING THE RACE

The Racing Course is defined by the Fairway as explained in the [Tideway Code](#) (i.e. the zone to the centre of the river between the large red and green navigation buoys).

**OVERTAKING:** Boats being overtaken **MUST** give way, and boats overtaking **MUST** do so safely. All crews have a responsibility to avoid collisions.

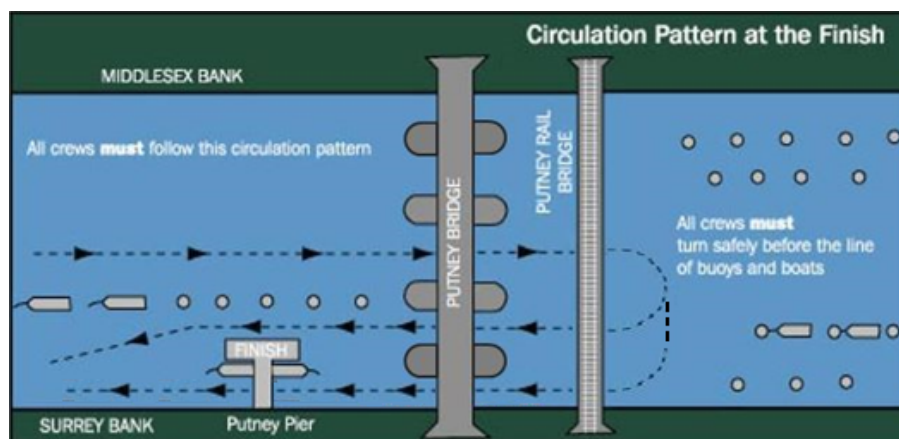
Racing crews must pass through the centre arches of Chiswick, Barnes Rail, Hammersmith and Putney Bridges. They should be on the Fairway side of each of the navigation buoys. Steers should keep a good lookout for these buoys to avoid collision.

To ensure a finish time is recorded and to avoid disqualification all crews must pass to the Middlesex side of the moored boats at Putney. **As you approach the finish, please be aware of the line of buoys separating you from returning crews** (see map below).

## THE FINISH

**After crossing the finish line all crews must proceed through Putney Bridge and Fulham Rail Bridge before turning.**

**This is a most important safety requirement and failure to comply may result in disqualification.**



Returning crews are requested to use both arches of the bridges to the Surrey side of the racing line to minimise congestion in the area, provided there is sufficient water to do so. This should be the case for at least Divisions 1 to 3. **The route behind Putney Pier may also be open for returning crews in the earlier Divisions, if it is not accessible crews must pass outside of Putney Pier but inside the buoy line.** It is imperative that all crews obey the instructions of the Marshals in the finish area, particularly as the tide drops and the Surrey arch may no longer be passable.

## ABANDONMENT PLAN

In case the race must be abandoned at any time while crews are marshalling or racing the following procedure will apply and be strictly adhered to:

Crews, on hearing **continuous short blasts on air horns** and/or seeing Marshals **waving red flags** will immediately **STOP**. They will wait to be instructed on how and where to proceed by a Marshal. Crews must maintain a sharp lookout for other crews in the vicinity who may not have heard or seen the warnings and are continuing with marshalling or racing. If necessary, they must move to avoid any collision with such a crew.

If told to return to boathouses, crews must proceed with caution (NOT at race pace or firm pressure).

## RETURNING CREWS

Crews returning to their boathouses **MUST** be considerate of crews still racing or waiting to race; do not impede racing crews or overtake crews still marshalling.

Crews needing to cross the river to return to boathouses must only do so in the designated zones and under the direction of a Marshal.

When crossing, crews should prepare to cross in the quickest route possible i.e. perpendicular across the river (not a diagonal) and with all crew members rowing sharp half pressure.

**Returning to Hammersmith:** crews must await the direction of the relevant crossing Marshal before crossing:

- For Fulham Reach, the crossing Marshal will be opposite the Fulham Reach pontoon
- For Latymer and Sons, the crossing Marshal will be above the St Paul's School Boathouse

**Returning further upriver:** crews must follow the regular navigation rules, continuing in the Surrey Inshore Zone to the crossing point just above Chiswick Pier, **then, if the race is still in progress, await the direction of the crossing Marshal before crossing to the Middlesex side.** Crews returning to Putney Town should cross back at the crossing point by the Ship pub below Chiswick Bridge, again under direction of the Marshal. Note: after the last crew has passed, the marshals will stand down and normal navigation applies.

If returning crews catch up with marshalling crews still waiting to race, they **must** wait behind the last marshalling crew until those crews have spun to start racing.

## EQUIPMENT

It is your responsibility to ensure your equipment is safe, in full working order, and meets the minimum standards as specified in British Rowing RowSafe. All boats must also display a standard six-digit boat identification code.

Control Commission will be in operation before the race at boating locations and may also operate for returning crews from the first hard above Putney Pier. Crews failing to stop for inspection when requested to do so may be disqualified.

If a crew's equipment or appropriate clothing for water conditions, do not meet these requirements, the Race Committee Chair will decide the appropriate penalty which may be disqualification for serious breaches.



## NUMBERS

Numbers will be delivered to the boating location for each crew.

- **RANELAGH SAILING CLUB** on the Putney Embankment for all crews registered as boating at Putney or unknown. Other numbers will be distributed to **FOUR** other locations in the morning in envelopes.
- **BARN ELMS BC** for crews boating there.
- **EMANUEL BC** for crews boating there.
- **TIDEWAYS SCULLERS** for crews listed as boating from **TSS** and **PTRC**
- **KEW HOUSE SCHOOL** for **Quintin**, for **MAABC** and **ULBC**

You will be provided with:

- **A bow number plate** which must be secured in a bow number slot.
- **Two paper numbers** which must be securely fastened at each of the four corners to the back of bow's racing kit and marshalling kit so that it is visible when the crew is marshalling and racing. *Please make sure the number is not obscured by long hair worn in a plait or ponytail.*
- **Two self-adhesive numbers** which should be positioned on the side of the hull, above the waterline, ahead of the bow person and not obscured by a rigger stay.

Crews must ensure that they are wearing the correct number - please use the BROE ID to cross-check against your entry.

It is the crew's responsibility for ensuring that the bow number plate is returned, undamaged by **Friday 21<sup>st</sup> November**. You may return your number via your host club (by agreement), to **Putney High School Boat house IA Putney Embankment London SW 15 1LB**.

Number plates not returned in this timescale will be charged at the rate of **£30 per plate to the club**.

## ADVICE FOR STEERS AND COXES

**Obey Marshals and Umpires:** The Marshals and Umpires are all experienced Tideway people and are there to assist you and ensure the safe and fair running of the race. Please always obey their instructions, although this does not exempt you from being responsible for the safe navigation of your boat.

If you are unsure where you should be during marshalling, do ask a Marshal.

Sign up here for the [WOX navigation video](#) for extra tips for this race.

**How the Tideway is different from non-tidal rivers:** Because the Tideway is tidal, your boat is not stationary when you are eased. It could be moving at 3-4mph astern or ahead.

- If you are turning, do so promptly.
- Do not turn above (up stream of) an obstruction like a bridge, moored boat, island, buoy etc. unless you can complete the manoeuvre before being swept onto the obstruction by the stream. **Remember that the stream direction on the Tideway changes depending on whether the tide is coming in or going out.**
- When eased, remember that if you are not parallel with the bank you are likely to be swept about by the stream. As the tide falls the river becomes much shallower and shoals appear particularly towards the sides.
- **Turning to start your race:** When your division is ordered to turn, use the blades nearest the

bank to row on with long strokes until the bows of the boat are in the centre of the river. You may want to use the other side of the boat to hold it up, depending on how wide you need your turn to be. Chop turning and other forms of turning on the spot are not considered appropriate as they do not move you across the river.

**Finding the best racing line:** If you are unsure of your best course at any point, it is as well to remember you will lose only a small amount of time if you are in the middle of the river but not quite in the stream. You will lose large amounts of time if you get in the slack water at the side. Remember to make your own steering decisions rather than just following the crew in front of you – there's no guarantee they are on the best line!

## **SAFETY**

Incidents while boating on the Tideway either during the race or at any other time should be reported through British Rowing: <https://www.britishrowing.org/reporting-a-concern/>.

## **Responsibility and Competence**

All crews must comply with the regulations laid down in the [British Rowing Rules of Racing](#) and adhere to the standards set out in [British Rowing's RowSafe](#). All Coxes and Steers should read and understand these. All Coxes and Steers should be familiar with the contents of the Video "Coxing a Tideway Head" at <https://youtu.be/RSI8XiXfpng>.

## **Safety Control**

**Safety control will be located at Ranelagh Sailing Club Putney Embankment.**

Safety cover will be provided from approx. 09:00 until approximately 12:30. Crews likely to be returning upstream after this time are advised to carry a mobile phone, together with the number of their host club, in case of an emergency.

## **First Aid**

Ambulance and First Aid facilities are marked on the course map. They are available at:

| Location  | Post code | What3words          |
|---|-----------|---------------------|
| Chiswick Bridge (University of Westminster)         | W4 3UJ    | sulk.best.scarcely  |
| Chiswick Pier House (Corney Reach) (First Aid only) | W4 2UG    | always.oval.stages  |
| Hammersmith Bridge (Rutland Arms)                   | W6 9DA    | horns.music.waters  |
| Putney Embankment (opposite Putney Pier)            | SW15 1LB  | strike.shout.common |

**Rescue Boats** will be stationed along the course. Anyone in need of assistance should notify a race official who will be able to summon help. If a member of the crew should fall out of the boat, it is essential that the crew should stop and help. Following crews must take avoiding action and alert rescue craft.

## **River Authorities**

The PLA, Coastguard and River Police are aware of this event and will be in attendance on and off the water.

## **Towpath/The Public**

Supporters and coaches must not follow the race on bicycles. The use of megaphones and radio



equipment is prohibited for all parties except race Officials.

#### **TRAVEL INTO LONDON**

Traffic will be sub-optimal in London on a work/schoolday. Please plan your journey well in advance.

#### **PARKING IN PUTNEY**

**A one-way system will be in operation at Putney with severely restricted parking.**

Trailers must park as far upriver as feasible or within designated bays allocated by parking marshals. No large buses or coaches are allowed onto the embankment at Putney although the Road is not closed to the public. Buses must drop off on Lower Richmond Road. All crews **MUST** be warned to be vigilant when crossing the Embankment Road with boats and oars.

#### **PARKING AT EMANUEL**

Riverside drive is under repair and temporary traffic lights may be in place but there will always be one lane open. Please contact Emanuel and plan parking well in advance.